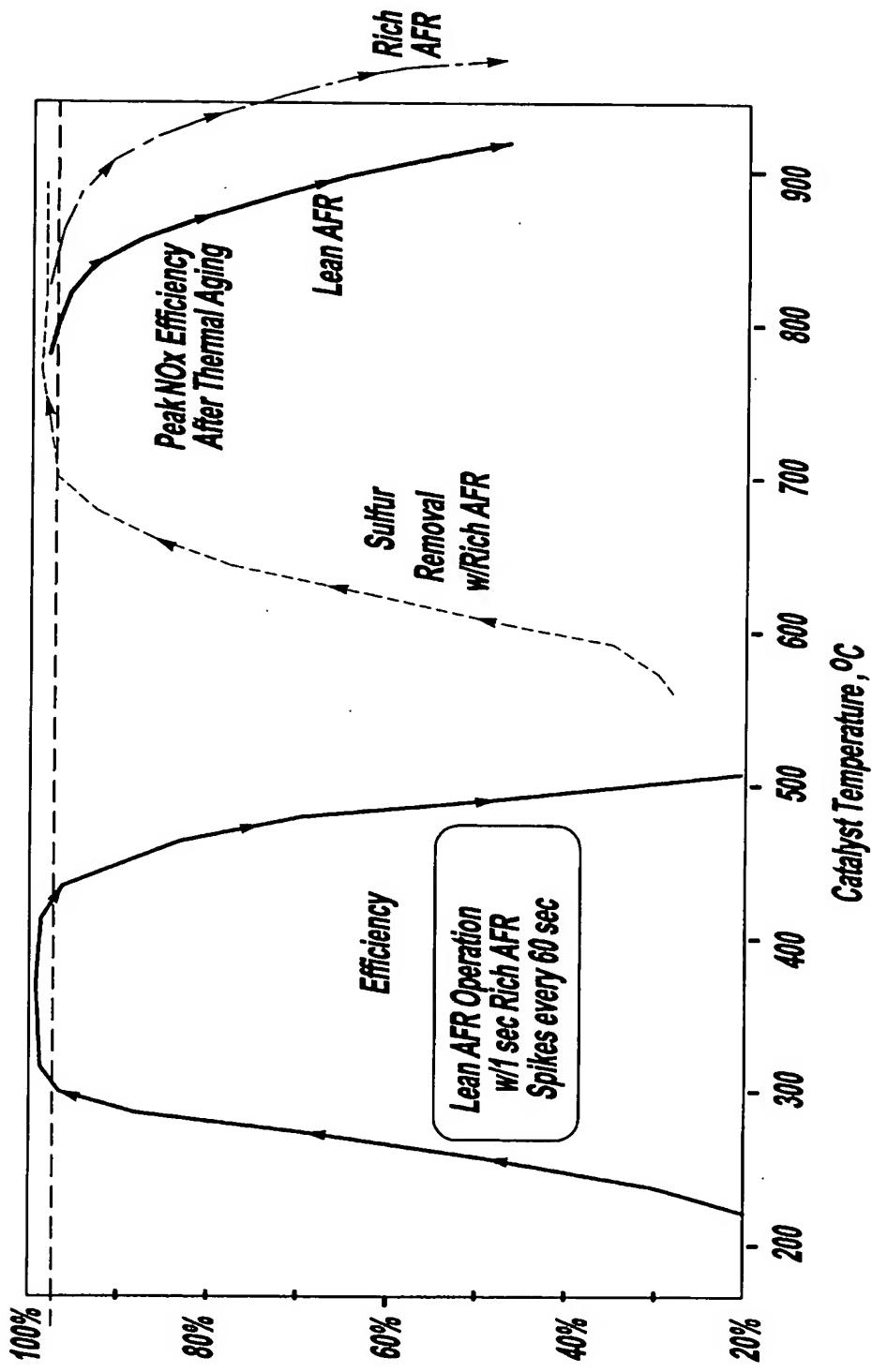
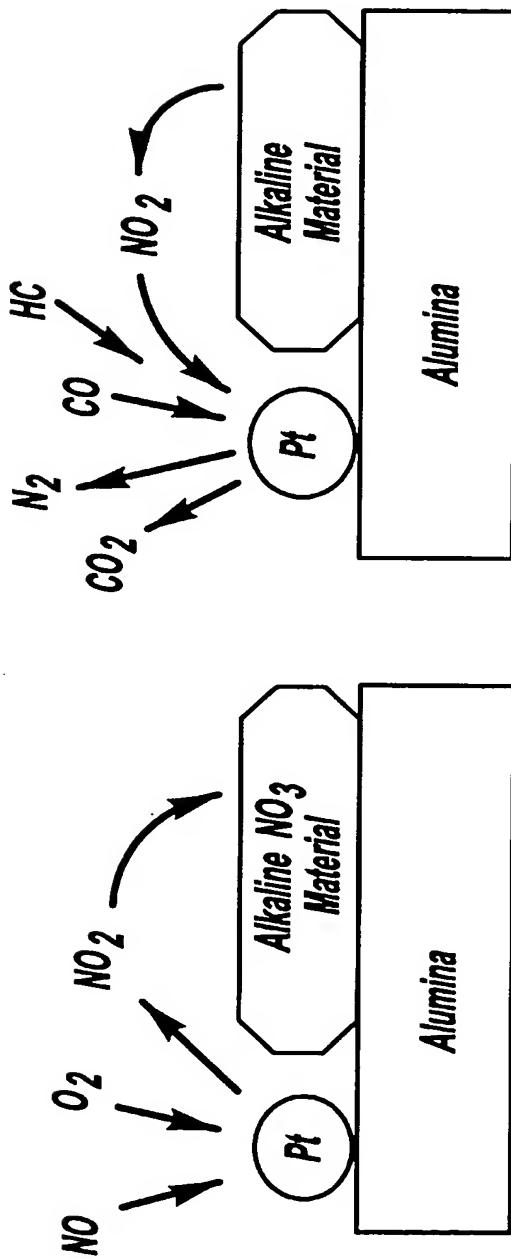


*Lean NO<sub>x</sub> Efficiency vs. Sulfur Removal Temperatures*

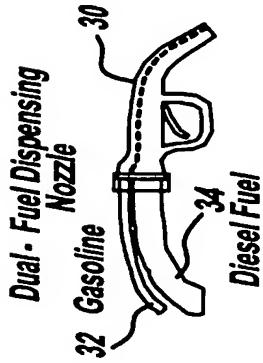


**FIG -1**

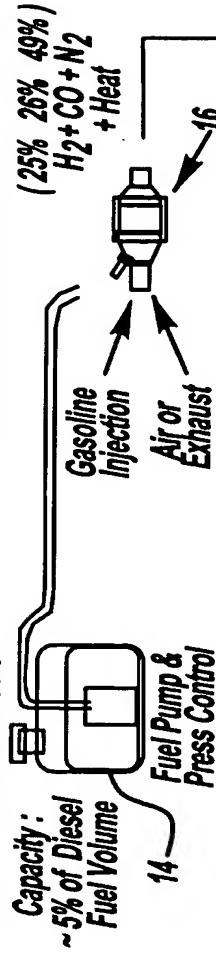


**FIG - 2**

**Gasoline POx Reductant System for Diesel Aftertreatment**

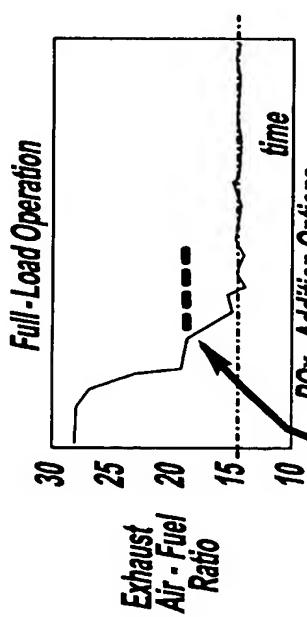


**On-Board Gasoline Supply**

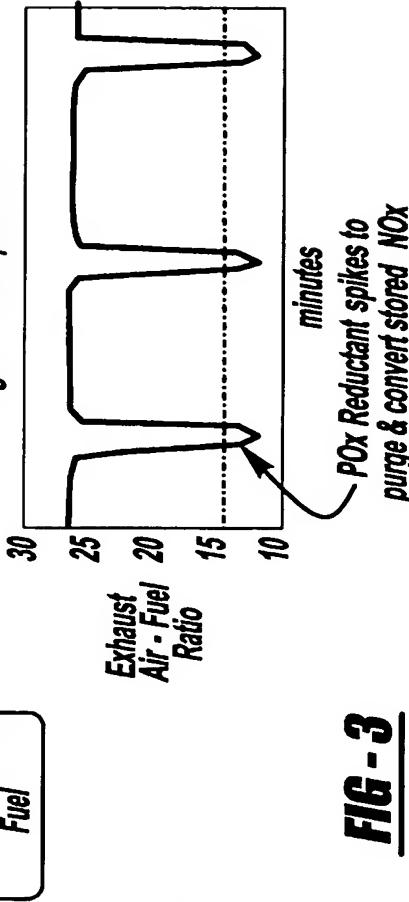


**Features:**

- Separate, add-on Reductant System
- Independent of Engine Operation
- Established gasoline infrastructure
- Uses production - type components



- Into Exhaust feedstream ahead of NOx Trap
- Into Engine to improve Stoichi Combustion Tolerance
- Controlled flow to Both locations



**FIG - 3**